The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5212 | 光緒三十二年六月初四日 | TUESDAY, JULY 24, 1906. | 二拜禮 | 第四廿月七英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $19,500,000
Silver Reserve .....$ 9,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq. — R. Shewan, Esq.
Hon. Mr. W. J. Gresson — N. A. Siebs, Esq.
C. R. Lenzmann, Esq. — H. A. W. Slade, Esq.
D. M. Nissim, Esq. — H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1902. [12

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin — Calcutta — Hankow — Kobe
Peking — Singapore — Tientsin — Tsinanfu
Tsingtau — Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft }
Deutsche Bank }
S. Bleichroeder }
Berliner Handels-Gesellschaft }
Bank fuer Handel und Industrie }
Robert Warschauer & Co. }
Mendelssohn & Co. }
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern }
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS.
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [287

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 10,300,000
SPECIAL RESERVE FUND ..... „ 1,900,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. — HONOLULU.
NAGASAKI. — SHANGHAI.
LYONS. — NEWCHWANG.
SAN FRANCISCO. — MUKDEN.
BOMBAY. — PORT ARTHUR.
TIENTSIN. — CHEFOO.
PEKING. — DALNY.
KOBE. — TIE-LING.
LONDON. — OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.
Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1905. [67

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.
Hongkong, 1st June, 1906. [617

Insurance.

NORTH GERMA FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong 28th May, 1895. [58

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MOLDAVIA ..... / E. H. Gordon	About 26th July	Freight and Passage.
LONDON, &c.....	DEVANHA ..... / T. H. Hide, R.N.R.	28th July, Noon.	*See Special Advertisement.*
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....	SARDINIA ..... / C. C. Talbot, R.N.R.	About 1st August	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	JAVA..... / S. Barcham	About 5th August	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 20th July, 1906 [4

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING
LINCOLN & BENNETT'S AND SCOTT'S TWEED CAPS.

RAINCOATS AND WATERPROOFS.

CABIN AND SARATOGA TRUNKS.

TRAVELLING RUGS HOLDALLS.

FITTED SUIT CASES.

KIT BAGS. SOILED LINEN BAGS.

EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.
Hongkong, 24th July, 1906 [40

AQUARIUS Co.'s STONE GINGER BEER.

TRADE MARK

THE BEST GINGER BEER OBTAINABLE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 11th July, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, the 28th instant,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.
Returning departure from Macao about 7 P.M.

Return Fare, 1st Class..... $4.00
„ „ returning on Sunday 5.00
„ 2nd Class, available to return on Sunday 2.00

OTHER RATES AS USUAL.

SUNDAY, the 29th instant.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
„ „ from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

CAFE WEISMANN will supply Luncheon and Refreshments.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.
Hongkong, 23rd July, 1906. [635

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.
45]

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904 [55

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.
At Moderate Prices.
Orders Promptly Executed.
No. 5, ARSENAL STREET, Hongkong.
Hongkong, 28th April, 1906. [510

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.
In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [57

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.
Hongkong, 15th March, 1906. [25

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [31

VICTORIA HOTEL, *SHAMEEN, CANTON,*
ON THE BRITISH CONCESSION.

MACAO HOTEL, *MACAO, CHINA,*
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.
261

ORIENTAL HOTEL
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [29

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [515

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [28

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons, ...Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

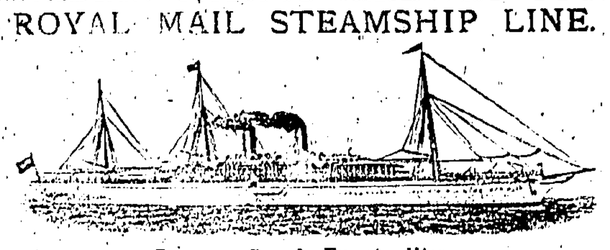
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 23rd July, 1906. *Corner Pedder Street and Praya, opposite Blake Pier.* [13

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $1; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00
2nd Class single $0.80, return 1.50

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 13th July, 1906. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship *BAYERN*, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port, as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

Steamers.	Tons.	Sailing Dates.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July, 7 P.M.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at 7 P.M., the Steamship *PRINZ SIGISMUND*, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class.
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About
YOKOHAMA & KOBE	*WILLEHAD* *	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & CO.,
AGENTS. [9

Hongkong, 14th July, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.6 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

"MINIMAX" HAND FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [33

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP...	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAHI.....	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG..	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 10th July, 1906. [15

Intimation.

WM. POWELL, LTD.,

GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS for Hongkong, China, and Japan.

ADDISON'S PATENT PORTABLE

SANITARY COMMODE

Hermetically Sealed. Specially adapted for hot climates.

The ACME of **CLEANLINESS.**

Stocked in Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price $21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price $18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price $14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price $14.50.

Wm. POWELL, Ld.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July 1906. [49

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen), LADIES' AND GENTLEMEN'S,
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906 [735

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD.

Hongkong, 3rd July, 1906. [697

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—
"X. Y. Z.,"
C/o This Paper.

Hongkong, 11th July, 1906. [720

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 5th March, 1905. [51

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
李廣隆公司
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted to confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.
2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers. [738

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.

Hongkong, 13th July, 1906. [730

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [718

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th July, 1906. [752

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES,

Hongkong, 21st July, 1906. [61

THE SHANGHAI DOCK CO., LD.

To the Editor of the
"NORTH-CHINA DAILY NEWS."

Sir,—In your issue of to-day I read, with much interest, the report of the shareholders' meeting of S. C. Farnham Boyd & Co., Ld., in Liquidation. Being rather interested in the working of the same firm, I feel it my duty to confute the disparaging remarks of our friend "Potts" regarding the slackness of the staff, whose duty it is to further the Company's interest. I may say from experience that the firm has always been run on the most straightforward lines, as far as the staff is concerned, and every nerve of individual members is strained to secure any business in the market, which is proved, as they secure at least 90 per cent of the work estimated for. Those who are successful in securing the remaining 10 per cent of the trade are welcome to it and the profit, if any, gained.

Another point which we might put a shade on is regarding the term "opposition firms." I have a pretty fair idea of the cost of labour and material and what profit is required to make 20 per cent and also know that the "opposition firms" mentioned pay from 25 to 40 per cent more for labour than S. C. F. B. & Co. do. If they do the work for 25 per cent less how can they still make 20 per cent in the face of these facts? I am sure no shipping firm could reconcile these figures. Perhaps Mr. Potts can figure it out.

It would be impossible to have a man with more experience, tact and ability than our worthy Chairman, and I am sure the steady investors in our Company are well aware of that fact. Thanking you for the favour of publishing this,—I am, etc.,

LAUDATOR-TEMPORIS ACTI.

18th July.

To the Editor of the
"NORTH-CHINA DAILY NEWS."

Sir,—The Dock accounts have very naturally produced serious comment in your columns and the meeting can only "pile up the agony." Your correspondent "Critic" is right enough, but he only "hits the nail" obliquely.

Where one finds an old institution with every advantage of property, position and (it should be) connection, going to the wall while new competitors spring up alongside of it and prosper, only one conclusion can be drawn by sensible people.

The management must be lamentably at fault, and that is really what has to be tackled, if this concern, which possesses such valuable assets in property, is to be vitalised.

The asset of really good, "up-to-date" management must be added, and there is then—and only then—hope for the future. Without it things must go from bad to worse.

It was pitiable to hear the Chairman plaintively pleading "to be left alone to work out their own salvation"—the old, old cry of fossilated management—Laissez faire! "Let me dream again!!" "We won't do anything to-day that we can put off till next week—or next year—"

It is this sort of spirit that has brought the concern to grief. Shareholders made an effort at reform a short time ago, but the "vis inertiæ" of the old brigade has apparently emasculated their endeavours and the coach rumbles on in the old ruts.

Let shareholders insist on some real driving-power being supplied and the ship should "go full speed ahead." Without this better treat it as derelict.

Reform must begin at the top. There is nothing for it but to

WAKE UP.

18th July, 1906.

Sir,—The Dock meeting yesterday, although largely attended, can scarcely be considered a satisfactory one; the majority of the shareholders had evidently come in the hope that some explanation of the poor results of the year's working would be forthcoming, but the Chairman's speech was disappointing, being principally a repetition of the printed Report, a few platitudes about bad times and a reference to the dividends paid in the past; if surmises are correct, the latter were not actually earned.

As will be seen from the report of the meeting, the Chairman admitted that nothing had been written off for depreciation from plant and stock since the formation of the Company five years before. It was almost an insult to the business men present to ask them to believe that boilers, for instance, although kept in order, could be worth year after year the same amount, to say nothing of the rest of the machinery. There was a general feeling that it was useless to heckle the Board, two or three recent changes had been made in its composition, and the new men could not be blamed for the position of affairs; in addition to this, personal friendship prevents acrimonious remarks in Shanghai, and the Report and Accounts were as usual passed. S. C. Farnham Boyd & Co. have disappeared, and it is to be hoped the new Company will be a more successful one, and conducted on proper business principles. The old Company's reports give little or no information; the assets of 1905 were, in most of the items, identical with those of 1901; everything, including directors' fees, interest, etc., which should be shown in the Profit and Loss accounts, were smothered up in the Working Accounts, and the Auditors' certificates were, to all intents and purposes, quite useless.

It has been suggested that the Company's property is too scattered and unmanageable for proper supervision, and that concentration at one spot would be better, after some of the unproductive land has been disposed of. But the outsider cannot be the proper judge in such matters. One thing is quite certain, that at the next meeting of the new Company a year hence, shareholders will expect, and I trust insist, that a more business-like statement of the Company's assets and liabilities be presented, and that depreciation be fully provided for, and shown in the accounts, even at the expense of there being no dividend.

I am, etc,
SPERO MELIORA.

18th July.

JAPANESE FINANCE.

HOW TO MEET NATIONAL LIABILITIES.

Opinions regarding the future of Japan's finances may be roughly divided into two classes, says the *Oriental Economist*, optimistic and pessimistic. It is, however, wrong to go to extremes one way or the other. Nobody, however optimistic, will imagine that the bonds for the debt of 200 million yen Japan has incurred will be returned without a proportionate repayment, nor will any pessimist, however confirmed in his opinion, suppose that Japan will become bankrupt on account of that debt. Level-headed critics, however, will concur in asserting that the course of Japanese finance is beset with many dangerous rocks through which her statesmen are required to steer clear.

It was a piece of brilliant financial policy for Japan to draw the war expenditure chiefly from foreign sources, thereby enabling a costly war to be carried to a successful issue without disturbing to any great extent the economic interests of the country. It must be borne in mind, however, that the pressure from which the people were relieved while the war lasted will hereafter begin to be felt. The foreign loan fund raised during the war is now getting short, and the real financial trial of the people is fast approaching.

The remarkable expansion of currency has been one of the effects of the war. In May 1903 the convertible notes in circulation amounted to 190 million yen, which a year later had increased to 270 millions, and at the end of last year had reached the enormous total of 310 millions. Since then, with the restoration of peace, a large amount of paper money has been steadily called in, though the amount of notes at one time reached 70 to 80 million yen over and above the limits prescribed by law.

Nevertheless, there is still something like 250 million yen of money in circulation, which greatly exceeds the amount in circulation before the war. It is, however, doubtful whether the specie reserve at present of 140 to 150 millions will be maintained in the future. When payments abroad begin to be made out of the Treasury, with the exhaustion of the money now kept abroad the necessary funds must needs be drawn from the specie reserve, which, it is manifest, will sooner or later dwindle to below 100 millions. The diminution of the specie reserve means the reduction of currency, bringing in its train the decline of the purchasing power, a fall in the price of commodities, and general trade depression.

The amount of interest Japan will be called upon to pay annually to foreign countries will roughly amount to 60 or 70 million yen. When to this is added the disbursements upon warships, arms and ammunition, and other national expenses, the total, from any difference that may occur in trade, will probably amount to 80 or 90 millions. Hitherto payment of this large amount of money has been made by means of funds raised by foreign loans, but in future it must be settled by an excess of exports over imports, according to the *Economist*. The excess of import in 1904 amounted to 52 millions, 167 millions in 1905, and for the first six months of this year it had reached 47 millions. Most probably the total excess of imports for this year will amount to 70 or 80 millions. Such being the case, the question is how to turn the tide of trade, and obtain an excess of exports to the extent of 70 to 80 millions? The best plan, says the journal, is to cause a fall in the price of domestic commodities by the reduction of the amount of the specie reserve, and to turn the tide of trade by the difference in the value of Japanese and foreign currency. Suppose, for the sake of argument that 50 million yen of convertible notes are called in, the price of domestic commodities will experience a fall of 20 per cent, which means so much increase in the price of articles exported. Also a reduction of 20 per cent. will be obtained in the price of Japanese articles against which there is foreign competition. It will be seen, therefore, says our contemporary, the fall in the price of domestic articles works both ways, in the encouragement of exports and the prevention of imports. If this tendency, once created, is followed up by judicious management, it will not be difficult to obtain an excess of exports to the extent of 80 or even 100 millions. In short, concludes the Tokyo journal, the Japanese economic world will not long remain in its present condition, but a storm will burst sooner or later, and until the storm is over no real and healthy progress will begin. —*Japan Chronicle.*

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,
For Account of the Estate of the late H. W. MERRILL,
on
THURSDAY,
the 26th July, 1906, at 2.15 P.M., at No. 4, Conduit Road,
THE WHOLE OF THE
HOUSEHOLD FURNITURE
THEREIN CONTAINED,
ALSO
PHOTOGRAPHIC CAMERAS, APPARATUS AND CHEMICALS.
(Particulars from Catalogue).
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 23rd July, 1906. [761

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1906. [703

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1906. [71

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74

TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.
Apply to—
ARRATOON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [694

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on oninpneum. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine,—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

2

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 Bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSSEN & CO.

Hongkong, 10th January, 1906. [62

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes	$9.50	Per Dozen Quarts.
Medoc	9.50	" "
St. Estephe	9.50	" "
Pauillac	13.50	" "
Margaux	14.00	" "
Chateau Ludovice	17.00	" "
Chateau Galic	18.00	" "
Chateau Pontet Canet	20.00	" "
Chateau Mutton d'Armaillacq	24.00	" "
Chateau Marbuzet Merman	27.00	" "
Chateau Rauzan	30.00	" "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL NORTE DE ESPANA-BILBAO.

Rioja	$12.00	Per Dozen Quarts.
Cepa Ruby	6.00	" "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 18th July, 1906. [50

Intimations.

A. S. WATSON & CO., LIMITED:

BULL DOG BRAND LIGHT ALE

IN

QUARTS, PINTS AND SPLITS.

THIS ALE, brewed expressly for ROBERT PORTER & Co., LTD., is bottled under a Special System which enables the best Characteristics of a Good ENGLISH ALE to be Combined with Extreme Lightness of Character and a practical FREEDOM from SEDIMENT—a result hitherto deemed unattainable.

Per Case of 4 Doz.	Quarts	$18.00	Per Doz.	$4.50
„ „ 8 „	Pints	24.00	„	3.0
„ „ 12 „	Splits	27.00	„	2.40

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 19th July, 1906. 134

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 30th June, 1906. [36—3

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road; and should be accompanied by the Writer's Name and Address.

Or Every business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 19th July, at Shanghai, the wife of I. GOLDMAN of a daughter.

On the 20th July, at Shanghai, the wife of H. E. CAMPBELL of a son.

MARRIAGE.

On the 14th inst., at Singapore, by special license, REGINA JOHANNE LOUISA, youngest daughter of the late Captain Habekost, to CHARLES HAROLD, youngest son of Captain Darke, both of Singapore.

DEATHS.

On the 17th July, at London, WILLIAM POLLOCK, late I. M. Customs, Ningpo, aged 68 years.

On the 20th July, at Shanghai, S. B. DOS REMEDIOS, aged 63 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 24, 1906

THE OPEN DOOR IN MANCHURIA.

At last it has been definitely announced, on the authority of Viscount Hayashi, formerly Minister to St. James's, that Japan will open Manchuria to foreign trade from the 1st of September next. For a considerable time ugly rumours have been prevalent that Japan intended to establish her pre-eminence as the dominant trade Power in Manchuria so securely that no foreign nation would find it possible to compete with her merchants on equal terms. On several occasions the Japanese Government repudiated that suggestion, but there can be no doubt many merchants who regard Manchuria as a promising trade centre were extremely sceptical of Japan's good faith. Several correspondents of London papers went so far as to assert, that while the northern ports in the possession of Japan were nominally closed to all traders, Japanese merchants were flocking in their hundreds into the interior without let or hindrance, while foreigners who endeavoured to gain a footing in the country were courteously but rigorously excluded. Whatever may be said to the contrary, the testimony of impartial critics all went to show that Japanese commercial houses were bent on establishing prior rights in Manchuria, and it is just possible that the efforts of these enterprising traders were not seriously resisted by their military fellow-countrymen in Manchuria. The diplomatic corps at Peking was by no means oblivious to the Japanese commercial invasion of Manchuria, and in the early part of this month a trenchant despatch from Mr. Rockhill, the American Minister at Peking, was received at Washington. In the course of that dispatch Mr. Rockhill urged that the United States Government should make approaches to the Powers with a view to lodging with the Tokio authorities a joint international protest against the steps which were being taken by Japan in Manchuria. He stated that the Chinese Government, evidently acting on Japanese representations, was imposing *likin* duty on the goods of the Anglo-American Tobacco Company in Manchuria to the great advantage of the Japanese tobacco trade. He also reported that whereas Russia was withdrawing her war-notes and paying the full face value, the Japanese authorities were deducting a discount of six per cent., except in the case of purchases from Japan. The question as to the *likin* duty on tobacco was raised in the House of Commons in May last, when it was admitted that an internal tax had been imposed by the Chinese Administration at Mukden, but the Government was powerless to intervene unless there was any discrimination against British goods. All these reports, protests and disclaimers clearly indicated that the honesty of Japan's intentions to carry out the terms of the Portsmouth treaty was not entirely believed in by a considerable section of the business world. And although Japan's Ministers repeatedly asserted that Manchuria would be opened to foreign commerce at the earliest possible moment scepticism prevailed in the mercantile mind. Fortunately, Japan is now in a position to prove her commercial probity by declaring that Manchuria will be opened to the nations of the world within six weeks, Hongkong merchants will be deeply interested in that announcement, for it means that a new outlet has been found in the north. Dealers in yarn will be especially interested, because there is every reason to believe that the large stocks held in Hongkong on account of the depressed condition of the market will be reduced by orders from Manchuria. In shipping circles it is not probable that the full effect of the order will be appreciated until next year when the northern ports are clear of ice after the winter, but there should certainly be scope for the employment of the excess tonnage which has demoralised the freight rates in the Far East since the close of the Russo-Japanese war. While Japan has many natural advantages in establishing a lucrative traffic with Manchuria—and already rival shipping companies in Japan are fighting tooth and nail for supremacy in the carrying trade—the vast resources and requirements of the immensely rich province of Manchuria should provide employment for a far larger number of vessels than Japanese shipowners can command, and stimulate the development of many industries which have remained stagnant since Russia first over-ran the country and isolated it from the world. Even if Japan obtains the supreme place in the Manchuria trade there should be a plenitude of openings for the commerce of other nations, and it would not be surprising if merchants regarded Manchuria as the Klondyke of the Far East for the next few years. The fact that Japan also intends to establish a Consulate at Canton shows that the island kingdom is determined to attack China in the commercial sense from all sides. Hongkong merchants must rise early in the morning nowadays if they intend to hold their own in the Far East. The commercial competition of the present day in this part of the world would amaze and bewilder the old-time merchant princes, who acquired fortunes by dint of doing nothing—emulating the House of Peers who, in the words of Mr. Gilbert, "throughout the war, did nothing in particular, and did it very well."

A CONSULAR CORPS COMMISSION.

In connection with the eminently practical views of Captain Clarke, which appear in another column, regarding the possible methods of exterminating piracy from the Canton delta, we have to submit a supplementary suggestion which will no doubt be considered in the proper quarters. Captain Clarke proposes that a patrol system under the control of the Imperial Maritime Customs should be adopted, and it is now suggested that, in addition to that scheme, an international commission, composed of the heads of the Consular corps at Canton, should be formed to deal with all matters affecting trade interests in Kwangtung province. Such a Commission should not be difficult of formation inasmuch as the Powers having trade interests in South China are represented by Consuls-General in the capital of the province. The British Government is represented by Consul-General Mansfield to-day; the American representative has been raised to the status of Consul-General, Mr. J. G. Lay being the last-holder of the appointment, while Dr. E. Heintges represents Germany; Mr. G. Kahn, France; Mr. J. D. da Costa de Moraes, on leave, Portugal, and as will be seen from our special telegrams to-day Japan intends to establish a Consulate at Canton. A commission thus formed would be representative of the interests of all nationalities so that none would be left out in the cold; none left unrepresented. Such a body would be most helpful as an advisory board to the Chinese authorities, and the Viceroy could not regard it as anything like an *imperium in imperio*. It is true that when trouble arises at the present time communication is made to the Viceroy by the consulates whose nationals are concerned, but were such a commission in existence a joint representation could be made to the Viceroy carrying greater force than any individual protest could possibly hold, and enabling the authorities to realise the power of the opinion behind the representation. Much time would be saved in the exchange of official notes emanating from several sources on the same subject. A limitation would have to be placed on the subjects which would come before the commission for discussion; naturally, no questions of a political character would be within the scope of that body and individual claims must be dealt with by the respective consulates concerned. The main point would be to secure cohesive action in matters affecting all nations trading in South China, and it is possible that such action would be obtained through the instrumentality of a commission such as that outlined.

WHILE *lukong* 390 was walking on the sidewalk in Graham Street last night and passing house No. 13 he saw something dark on the staircase. His bull's eye lantern was flashed in that direction and a Chinaman crouching in the corner came into view. The *lukong* made a grab at the Chinaman, but the man was slippery enough to evade the policeman and bolted down the road. A hot chase followed and the suspicious one was captured. He was placed before Mr. H. H. J. Gompertz, at the Magistracy to-day, and admitted a charge of vagrancy. He said that he arrived in the Colony from Canton early yesterday morning, on the *Kinshan*. He knew no one in the Colony, but came to look for a relative who would get him work. He was looking for his relative last night. He was sentenced to one week's hard labour.

LOCAL AND GENERAL.

A FINE of $10 was imposed by Mr. Gompertz on the master of the steam launch *Lee Cheong*, at the Magistracy this morning, for carrying passengers in excess, on the 15th instant. Mr. L. S. Jackson prosecuted.

HONGKONG rejoices in a new weekly called *The Island*. It is described as a satirical review, but nothing has yet occurred which apparently appeals to the satirical sense of the contributors. There should be room for it, provided more attention is given to local affairs.

AT the instance of Inspector Withers, the master of a grocer shop at No. 455, Queen's Road West was summoned at the Magistracy this forenoon for storing kerosine oil on the premises without police permission. The charge was admitted and a fine of $25 imposed.

*** LETTERS, on page 3, for and against the Shanghai Dock directorate will furnish food for thought to those having an interest in the leading business concern in Shanghai. An article on Japanese finance is also printed on page 3. The competition in the carrying trade of the Pacific and the Orient, the results of the H. V. A. Competition for the Governor's Cup during July, a case of claim for money lent, the sale of the *Meanee*, and Lawn Tennis at Macao appear on the seventh page.

A YOUNG overseer, employed at Mongkok, was the recipient of a fatherly lecture, which cost him $15, from Mr. H. H. J. Gompertz, at the Police Court this morning. This was his second appearance in Court and his Worship took the opportunity of informing the defendant that he was a young man, and that it would be better for him if he signed the pledge. There were two charges against the defendant. Drunk and incapable was the first, and being in possession of a revolver and five rounds of ammunition, without a permit from the police, the second. Inspector Kerr said defendant was found lying on the side-walk with his head resting on the bottom of a staircase for a pillow. His Worship fined him $5 for the first offence, and $10 for the second.

THIRTEEN-year-old Yeung Tsun, a schoolboy, residing at No. 20A, Cochrane Street, was this morning ordered by Mr. H. H. J. Gompertz, at the request of Detective-sergeant Watt, to be remanded in police custody until Friday next when judgment in his case will be delivered. The charge against Yeung was one of grand larceny. He was alleged to have gone to the house of a married woman, living at 20A, Aberdeen Street, on the 9th instant, and during the woman's absence, stolen a cash box containing one gold watch and a finger-ring, valued at $138, and a promissory note worth $500. When the woman returned home and found her valuables gone, the police were called in and later Yeung was arrested. The youth pleaded guilty to the charge, but Sergeant Watt applied for a remand, saying that another party would be arrested for prompting the boy to steal.

GIVING street lectures does not seem to be a healthy job, at least Doctor Chen An On does not think so now. This morning the doctor charged a school-teacher with assaulting him at Mongkok, yesterday. According to the evidence heard, it was said that the doctor gave a lecture at Mongkok yesterday morning. There was a large attendance, and the subject chosen by the doctor was "roguery at Mongkok." The orator went on beautifully for a time, but when he became personal and touched delicate questions, a few of his hearers yelled, "Kill him!" The lecturer kept on and then matters became lively. He was dragged off his high horse and thumped. The doctor, however, managed to hold on to the teacher after the others had cleared, and it was said, he smashed his umbrella over the head of the teacher, before he gave him in charge. Defendant said he was drunk at the time. He passed the plaintiff and accidentally trod on his toes. The doctor bent in pain and attacked him. His Worship fined the teacher $20 for the assault, and ordered him to give the doctor $5 as compensation. He was also bound over to keep the peace for three months.

THE *Yellow Dragon* for July contains a sympathetic reference to the late Mr. Tsang Chung, formerly second Chinese assistant at Queen's College, together with an interesting account of the funeral ceremony. A patriotic Japanese concludes his series of articles on "Japan Revisited." Under "School Notes" the statement appears that the Evening Extension Classes so warmly advocated by His Excellency the Governor will begin in September, but no particulars are given as to the nature of the syllabus. "Two former pupils write detailing their scholastic successes since they left Queen's College. An ominous remark occurs in the course of a short criticism of another school magazine. The latter states that it intends to become a quarterly and the editor of the *Yellow Dragon* observes: "A monthly issue often means a rush, and out in the tropics, as we are, one often feels incapable of extra exertion in the summer months. We may imitate the *Gleaner* [the magazine under review] some fine day." When it is considered that the *Yellow Dragon* had a circulation of 800 copies last month, according to a statement which appears on the first page, one would think that a little extra exertion was thoroughly justified by the reward.

A REPORT was made at the Central Police Station the other day that an Indian boy, about fourteen years of age, had disappeared from home. The boy is the nephew of Mr. Marican, of the Dragon Cycle Depot. One day last week the uncle of the missing lad thought he would try Vaumati, and it was there that the boy was found in an empty house. In company with him were two Indians whom the police took charge of, and at the police-court this morning, charges of vagrancy were preferred against them. The boy alleged that he lately became acquainted with the accused. They told him to rob his uncle. The next day, as alleged, the boy handed defendants $5. They were not satisfied with this and planned with the boy a larger robbery. They told him to try to open his uncle's safe and remove the contents. As the uncle usually carried his keys on his person, one of the defendants took the boy to a locksmith and had a duplicate key made, which they handed him to open the safe. The lad came to realize the nature of the affair, took the key and on his way home threw it away, but said nothing to his uncle. Some days after this the boy was missed and the report and capture of the defendants followed. Mr. H. H. J. Gompertz sentenced the first defendant to three months' hard labour, and the other to be placed in the House of Detention.

SANITARY BOARD.

The Sanitary Board held its usual fortnightly meeting in the Board room this afternoon, the following being the business transacted.

GOVERNMENT ON COMPENSATION.

The reply of Government relative to compensation for damage done during the cleansing and disinfecting of premises, was submitted. The reply was as follows:—

Sir,—In reply to your letter No. 108 of the 28th ulto., forwarding a resolution passed by the Sanitary Board on the 26th ulto., "that the authority of the Government be obtained to incur the necessary expenditure involved in restoring property damaged in connection with plague prevention, to a presentable condition, or in the event of the owner so preferring that compensation to meet this expenditure be paid to the owner," I am directed to state that the Government will, in accordance with the provisions of the Public Health and Building Ordinance, 1903, referred to in the final paragraph of your letter, give reasonable compensation for property destroyed or damaged by cleansing and disinfection, where the case has been duly reported. They have no authority, and do not propose, to go beyond this provision.—I have, etc.,

(Sd.), T. SERCOMBE SMITH,
Colonial Secretary.

The Secretary, Sanitary Board.

Mr Henry Humphreys minuted: Although section 89 of the Ordinance allows the Government a loophole to escape paying compensation when cases of infection have not been duly reported, it does not follow that it is equitable for Government to take advantage of it. The landlord is helpless in the matter, so why should he be the sufferer. The Government is bound to lose in the long run over the policy of exploiting the landlord for all he is worth.

Mr. Shelton Hopper minuted: This requires further discussion.

The Hon. the Registrar-General minuted: There seems no provision for compensating landlords.

QUARRYMEN'S CEMETERY.

An application was laid upon the table from the masters of the stone quarries of Ngau Tow Kok, Sai Cho Wan, Cha Ko Leng, and Lyeemoon, for a piece of land to be set apart for their use as a public cemetery, as there was only one public cemetery in Kowloon, which caused the villagers great inconvenience and expense in the disposal of their dead.

Hon. Mr. Hewett minuted: There is good reason to believe that in the course of the next few years a very considerable increase will take place in the population in the Lyeemoon and Junk Bay districts. The time may now have arrived when the question of a cemetery for this section of the mainland should be considered. I should like to hear the matter discussed.

The Hon. the Registrar-General: Is the proposed site available?

The Hon. the Director of Public Works: It is a simple matter to reach Kowloon City by boat from any of the quarrying villages mentioned.

THE TAI HANG AND WONG-NEI-CHONG VILLAGES.

The report of the Medical Officer of Health relative to these villages was submitted, in which he stated that he found the places in much the same condition as described by Mr. Shelton Hooper at the last meeting, and stated that some sheds built as pigstyes had been used as domestic dwellings, and must be vacated, while some houses appeared to be overcrowded. A public latrine also was necessary at Wong-nei-chong, while the roads needed better-surfacing and draining. The supposed leper discovered there was, probably, a leper, but his case had not been diagnosed; as it would be necessary to remove him to hospital for an absolute diagnosis.

He recommended that a resident in each of these villages be deputed to see that his fellow-villagers kept the places clean.

Mr. Shelton Hooper minuted: What has become of the leper? The Government should be asked to put the pathways in good order and provide proper surface channels.

Hon. Mr. Hewett minuted: I understand the leper has voluntarily returned to his own country.

NIGHT-SOIL AT TSIM-TSA-TSUI.

Further suggestions being called for regarding the removal of night-soil at Tsim-tsa-tsui,

Mr. Lau Chu Pak minuted: If the inspector sends the Government contractor to see every resident who makes a complaint, or wishes to engage a night-soil coolie, it will amply meet the case. There is nothing new in the matter.

The Hon. the Registrar-General minuted: I agree with Mr. Lau. If the other coolies are unsatisfactory the Government contractor will gradually get his own coolies in.

CUBICLES AGAIN.

An application from Chan Ping Cheong for permission to erect curtain poles at No. 9, Elgin Street was submitted.

Mr. Shelton Hooper: Should certainly be granted for six months.

Mr. Humphreys: This cubicle question wants going into *de novo*. Curtains, rags, sacking, etc., are much more dangerous to health than properly arranged cubicles, and no amount of Ordinances, and no quantity of inspectors, will ever prevent Chinese putting up temporary partitions of the above nature.

SHIPPING AND MAILS

MAILS DUE.

English (*Moldavia*) 25th inst., 6 a.m.
American (*America Maru*) 27th inst.
Ger. (*Prinz Eitel Friedrich*) 30th inst., p.m.
Indian (*Suisang*) 5th prox.

The s.s. *Saint George* sails from Singapore to-day for Hongkong.

The P. & A. s.s. *Arabia* sailed from Portland on 4th inst., arrived at Yokohama on 22nd inst., between 4 and 6 p.m.

The Imperial German Mail s.s. *Seydlitz* which left here on 18th inst., at noon, arrived at Singapore on 23rd inst., at 7 a.m.

The Imperial German Mail s.s. *Bayern* left Kobe *via* Nagasaki and Shanghai on 22nd inst., p.m., and may be expected here on 31st inst.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Nagasaki at 7 a.m., on 24th inst., and leaves again at 4 p.m., same day, for Kobe, where she is due to arrive at 4 a.m., on 26th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIA'S TRADE.

OPEN DOOR IN SEPTEMBER.

JAPANESE CONSULATE TO BE OPENED AT CANTON.

[*From Our Own Correspondent.*]

Shanghai, 23rd July, 2.45 p.m.

Viscount Hayashi states that the whole of Manchuria will be thrown open to foreign trade from the 1st of September next.

The Japanese Government will open a Consulate at Canton.

OBITUARY.

VISCOUNT KODAMA DEAD.

A DISTINGUISHED JAPANESE STATESMAN.

[*From Our Own Correspondent.*]

Shanghai, 24th July, 1 p.m.

Viscount Kodama died yesterday.

[General Viscount Gentaro Kodama, Chief of the General Staff at Tokio. Born in 1854, he was educated in Germany and became Vice-Minister of War in 1892. In 1900 he was appointed Minister of War and Governor-General of Formosa. In 1903 he took charge of the Home Office, but on the outbreak of the late war, proceeded to Manchuria as Chief of the Staff. On returning to Japan he was appointed Chief of the general Staff and in the early part of the year was created a Viscount in recognition of his services.—Ed., *H.K.T.*]

RICE PROSPECTS IN SOUTH CHINA.

PROGRESS OF SANNING RAILWAY SCHEME.

[*From a Correspondent.*]

Shui Hau Hoi Ping, 20th July.

The first crop of rice for the present year is fair, though there are many Chinese who say that it might be better, but on the whole it is a fair yield and ought to go far to reimburse the Chinese farmers for their arduous toil, because from the time the rice seedlings are planted until the harvest it means one series of toil and hardship. Watch those men and even women stand in the water up to their knees in transplanting the seedlings, covered often from head to foot with dirt and filth. It certainly is no pleasant task for the women who, as a rule, are not used to such laborious tasks. Then follows the weeding when men get down on their hands and knees and pull up the weeds and loosen the soil with their hands. Again the pumping of water into the rice fields from ponds, creeks and river is a laborious task. Men, women and even children toil at their endless chain pumps beneath a burning sun, in fair or foul weather. Then comes the rice cutting with the sickles in which even small-footed women engage. How often have I seen these same persons of the gentler sex hold their backs because of the pain caused by so much bending down and many a one grows weary over the harvest tub surrounded by a screen in beating or threshing out the rice. For the old women is reserved the task of drying the rice, and how gladly they sweep the cement floors prepared especially for the drying of rice. But from the first furrow made with the plough until the rice is ready for the kettle it means hard manual labour for all. A good rice crop is fraught with great blessings; it means filled larders, but what has always impressed me most, is the fact that it means fewer highway robberies, less thieving, less purloining and less piratical exploits, hence I am always anxious that the Chinese should have good crops, for it often means safety to Chinese as well as foreign residents.

THE SANNING RAILROAD.

Just opposite this place, Shui Hau one may see a number of matsheds erected where the railroad company has stored some of its railroad material. The road-bed has been laid to the distance of one or two miles and for each cubic yard of road laid there is paid $1.10. The workmen employed to do the work are from the region through which the road is being built, hence the people of the district where the road lies are the sole recipients of the benefit received. No labourers from other districts or from other regions in the same district can find employment. In two or three months the new market town o Kung Yik will be built and this will, in all probability, become the chief centre of the railroad where the workshops will be situated. It is said that the reason the centre is not placed at San Cheung Fau is because there is no mutual agreement between the above-named market and the adjoining market of Tik Hoi.

TIGER HAUNTS.

I am frequently asked by the Nimrods of Hongkong where they can find a good tiger haunt, but they do not want to be sent on a wild goose chase. Bless you, masters of the hunting art, I cannot take you to the very spot where you can look right into the glaring eyes of this wild beast. I do not even care to see one unprotected as I am, but if you were to hear all the tales of pigs and even men and women carried off by these ferocious beasts, you would know that there are plenty of tigers about 20 miles from this place, or about the same distance from where the *Sainam* was pirated. In the Sanning region there is a number of tigers, also in the Hoi Fu and Yeung Kong regions. Occasionally they come very close to the sea, and despoil the villagers of their pigs and dogs. In many of these places the people would be glad to tell these mighty hunters where the tigers are to be found and where they have carried on their last depredations. But if you expect to catch tigers you must do some tramping away from rivers in the mountain fastnesses; you cannot do it by sailing up the river in launches. Make friends with the villagers where tigers have carried off some human being and they will gladly help you to secure your tiger's skin, even if they do not care when you shoot the beasts, for, remember, the Chinese have a proverb which says: "Every one wants to see a dead tiger, but no one cares to see a living one."

RAMBLER.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE COMMISSIONERS.

ARRIVAL AT PEKING.

JOURNEY COMPLETED IN SAFETY.

[*From Our Own Correspondent.*]

Shanghai, 24th July, 1 p.m.

Duke Tsai Tseh has arrived at Peking.

[The Commissioners appointed to investigate the principles of the government in Europe and America have thus completed their extensive journey. Duke Tsai Tseh was head of the Commission and fears were entertained that the reactionaries in China would make another attempt on his life—the first having been made as the Commissioners were leaving Peking last year, when the Duke was slightly injured by a bomb. Fortunately the mission has been safely completed, and it only remains to be seen what, if any, results will flow from the report of the Commissioners.—Ed., *H.K.T.*]

[*Reuter's.*]

Russia.

LONDON, 22nd July.

The Tsar has dissolved the Duma by a ukase and has ordered the convocation of a new Duma on the 5th March, 1907.

The Duma buildings are closed and guarded by the police, who refuse admission, and the Embassies are guarded by troops.

A State extraordinary defence has been proclaimed in St. Petersburg.

Signs of disaffection have re-appeared in the army, and cavalry has been sent to Kronstadt, where a ferment has broken out in the garrison.

A meeting of 2,500 bluejackets at Sevastopol has drawn up demands for presentation to Admiral Skrydloff, which, if not granted, will be followed by a revolt of the whole of the Black Sea fleet.

Troops are massing in St. Petersburg and Moscow, also at other centres, in addition to the Guard regiments which marched into St. Petersburg on Thursday.

All the proletariat organisations have completed preparations for a partial general strike.

[*N. C. D. News.*]

The Fate of General Stoessel.

JAPAN'S REGRET.

Tokio, 20th July.

It is reported that a universal demand has been raised in Russia for the execution of General Stoessel for the premature capitulation of Port Arthur. The Japanese regret that sentence of such an extraordinary nature should have been passed; they recognise that General Stoessel did his best and they hope that the Imperial pardon will be granted to him.

Japanese Ambassador to St. James's.

Tokio, 20th July.

Baron Komura left to-day by the Canadian Mail to take up his post as Ambassador to the Court of St. James.

Illness of the Ex-Premier of Japan.

Tokio, 19th July.

Viscount Katsura is suffering from inflammation of the lung and his condition is causing some anxiety.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

1 p.m.

Buyers:—Hongkong Banks $84½, London £9⁵, Unions $310, Hongkong Fires $315, China Fires $89, H.K., C., and M. Steamboats $27, Douglases $14, Hongkong Docks $1.50, Raubs $3½, Shanghai Docks Tls. 90, Hongkong Lands $113½, Humphreys $11.25, China-Borneos $7½, China Providents $9, Tramways $135, Ices 240, Light and Powers $10.

Sellers:—Canton Insurances $310, China-Manilas $20, Shell Transports 27/6, China Sugars $145, West Points $52, Hotels $125, Cottons $14, Electrics $15, Ropes $19, Watsons $13.

Sales:—China and Manilas $20.

Nominal:—National Banks $47, Indo-Chinas $70, Kowloon Wharfs $106, Hongkew Wharfs Tls. 220; Dairy Farms $16½, Cements $18½, Powells $16½.

TO-DAY'S EXCHANGE.

Selling	
London—Bank T.T.	2 1⅝
Do. demand	2 1 7/16
Do. 4 months' sight	2 1 11/16
France—Bank T.T.	2 66
America—Bank T.T.	51½
Germany—Bank T.T.	2.16½
India T.T.	158½
Do. demand	158½
Shanghai—Bank T.T.	72½
Singapore T.T.	1c½ % prem.
Japan—Bank T.T.	103½
Java—Bank T.T.	127½
Buying.	
4 months' sight L/C	2 1 13/16
6 months' sight L/C	2/1 15/16
30 days' sight San Francisco & New York	51½
4 months' sight do.	52½
30 days' sight Sydney and Melbourne	2/2 1/16
4 months' sight France	2.70½
6 months' sight "	2.72
4 months' sight Germany	2.21
Bar Silver	30 5/16
Bank of England rate	3½ %
Sovereigns	9.40

CANTON PIRACIES.

THE REAL DELINQUENT.

PROTECTION DEMANDED FOR THE RICHEST PROVINCE IN CHINA.

PRACTICAL SUGGESTIONS.

The fact that the question of piracies on the Canton delta is the all-absorbing topic of the moment was the excuse which a representative of the *Hongkong Telegraph* tendered Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, for again encroaching upon his time, when the work of the Company devolving upon him is greatly above the normal on account of the preparations being made to furnish the shareholders of the Company with the half-year's statement of accounts. Captain Clarke, however, willingly spared half an hour, and gave a most interesting and lucid exposition of his views on the past and present conditions of the Canton delta.

Owing to his long connection with the river trade Captain Clarke may be considered one of the most competent authorities in the Colony to speak on that subject. For over 32 years he has been engaged in the river trade, and his actual employment with the Steamboat Company extends over 30 years.

THE CHINA ASSOCIATION MEETING.

In the first place our representative referred to the meeting of the China Association on Saturday and invited Captain Clarke's views on that subject. Of course, Captain Clarke, like everybody else, commended the sound common sense which characterised the various speeches, but he disagreed with the views expressed by the Chairman with reference to the late Viceroy Li Hung Chang.

RESULT OF LI HUNG CHANG'S POLICY.

"I may trust to my memory," he said, "when I suggest that the late Li Hung Chang in no way deserves the encomiums which the chairman of Saturday's meeting bestowed upon him for his work in suppressing piracy. In fact, if you look up your records you will find that piracy was then as rampant near Canton as it is to-day, and in my humble opinion I attribute the prevalence of piracy at the present time to the evils attending the policy for which Li Hung Chang was responsible.

"I remember a case of piracy during the administration of Li Hung Chang which actually took place at the Honam Spit, right opposite Canton and near the Shameen. That, surely, is as bad a case as any we can recall during the régime of Viceroy Shum.

VICEROY SHUM'S LEGACY.

"Viceroy Shum succeeded Li Hung Chang after an interregnum and he inherited the legacy of an administration which sowed the seeds of evil in the form of public gambling in the Kwangtung Province. When the present Viceroy first arrived his energy was directed towards the extermination of the bad characters. He certainly drove them into Kwangsi and himself marched at the head of an enormous force into the more northern provinces killing and slaughtering, it is computed, some hundred thousand people, the large proportion of whom were, I am afraid, innocent of any charge against them. It is quite true that the pirates were cleared out, but they were only cleared away from the delta to take refuge in safe retreats—to come back again directly the vigilance of the authorities had been relaxed. Many of the worst characters in Kwangsi came down into the Delta lands when Shum went into Kwangsi.

THE GAMBLING EVIL.

"I said at the commencement that the late Li Hung Chang had more to do with piracy being rampant to-day than any other man that ever lived, and was responsible for the condition of affairs in the southern province of China. I advance that statement with much deliberation and with a full realisation of the serious allegation I make against the late Viceroy. For it was who first introduced licensed public gambling in its worst forms in Kwangtung and Kwangsi. Since his viceroyalty every township, even to the smallest hamlet, along the West River has its open gambling hells to attract and despoil the poor of their ascent and to impoverish the rich. These gambling houses have a demoralising effect upon the people generally. As you are well aware, the gambling instinct is inherent in the Chinese race, and where otherwise a man would be honest and good once he has been smitten by the allurements and the morbid spirit of gambling he does not stop until he has lost everything; when he arrives at that stage he will not be deterred by fear of the law but will rob, pillage and commit murder to obtain the wherewithal to satisfy his mania for gambling.

STATE LOTTERIES.

"I don't place any limitation on the term. It is not fantan, *pu kau*, or the like forms of indulgence that are alone objected to. It is the State lotteries farmed out which are working the most pernicious evils, by the system of daily drawing. With tickets selling as low as 30 cents each—like the *san piu*, for example—so as to place them within the reach of the common labourers, these lotteries are eating into the vitals of the working class of that fine and wealth-producing country. The revenue raised by those State lotteries for the most part finds its way into the pockets of the officials and the gambling monopolists. Thus the wealth of the mass of the people is robbed from them only to be concentrated in the hands of a few unworthy satraps of the Viceroy. In my opinion, no country which claims to have a system of responsible government should be allowed to exercise the right of raising an iniquitous revenue from the proceeds of gambling. I maintain that such a revenue is the most potent factor in reducing the poor to beggary and impoverishing the rich.

DELTA LANDS THE RICHEST IN KWANGTUNG.

"Have you arrived at these conclusions from personal observations?"

"Well, I have been giving you my personal views acquired after long years of residence here. My travels in the interior and my knowledge of Cantonese colloquial have brought me into direct contact with the people of the country. But, if my views are not enough, consult any Chinese resident with a more or less observant trend of mind, and he will be able to tell you how within the last few years misery untold has been wrought within the Two Kwang provinces, due far more to the fact that the country is overrun with gambling houses than to the so-called visitations of nature. It is true there have been periodical floods with the consequent periodical failures in the rice crops and silk; but in spite of these I still hold the opinion that these delta lands are the very richest in the province and should be capable, and indoubtedly would be able, to support all the inhabitants and very many more but for the reason I have advanced—namely, the gambling which has demoralised and enslaved them to the worst of vices. The fact of the country being so very rich makes it, if I may be allowed to use a figure of speech, the carcase on which the vultures ever prey."

TWO RICE CROPS POSSIBLE.

"And the vultures are——?

"Officialdom, which does not hesitate to prey upon the poor by every means in its power. The rice produced in Kwangtung is the finest of any that is yielded by mother earth in China. In fact, this province is capable of producing two crops a year, two crops of the very finest cereals which the well-to-do are willing and only too eager to pay the highest price for. Yet that rice is exported principally to California and Australia because of the high prices paid there. Kaukong is one of the finest and richest districts possessing no less than 20 silk filatures. If these people only had the protection of the Government in carrying on their legitimate trade and agriculture you may depend upon it that the people would produce sufficient themselves for all the inhabitants of the country, and would foster a trade such as would provide cargoes for any number of vessels."

HOW TO PROTECT THE PEOPLE.

"When you speak of protection how do you propose to provide it. At the meeting of the China Association it was held that piracy should be exterminated in the Canton delta, but so far only a generalisation of ways and means has been suggested for the supression of the lawlessness that prevails. Can you reduce the theoretical propositions to something practical?"

"I certainly think that there would be no difficulty in adopting practical and practicable ways of eradicating the evil. What I would propose is the inauguration of a thorough patrol system. Such a patrol could be maintained by a well-organised and well-manned fleet of steam-launches under foreign supervision. I don't mean that certain officers and members of the crew should be in charge of the launches. No; the administration and the executive of such a patrol system must be vested in European hands; for instance, a sub-department of the Imperial Maritime Customs, under special administrative control. Such a system if once inaugurated must not be in the nature of a haphazard or tentative effort to remove an evil existing now and for centuries past. The system once instituted must be permanent and constant. The patrol must be consistent and continuous, and the entire scheme worked without interruption. It must not be here to-day and finished with to-morrow. It must not be done away with as soon as there is a temporary cessation of flagrant acts of piracy; but it must be continual for all time, so long as there is anything like a trade to work and develop in the province. And that trade, as I told you, is there, and is capable of very great development indeed."

POPULAR TAXATION.

"But surely such an elaborate system as you propose must involve no small expenditure if it is to be efficient?"

"I can quite believe that, but I was about to explain that this part of the Chinese Empire is so very rich in its resources that any ordinary taxation which might have to be imposed in order to provide for the safety of life and property, which the new department would ensure, could be raised without any difficulty whatever. You would find that in the end it would pay the population to contribute to such taxation rather than to submit to the present intolerable state of affairs, which entails an enormous loss, more than is brought to our knowledge, in life and money. You see"—Captain Clarke continued—"the system now prevailing is for the authorities to leave the protection of the villages one by one to the leaders of each of them. That is surely a mistake. The patriarchal system of government is well enough in its way and I don't think there is any serious objection to offer against such a system in the country inland, but on the shore lines of the waterways and highways of a fertile country like Kwangtung it is high time the patriarchal system had ceased. The elder at the head of a village should be done away with. Under the present system the elders have control of the people, and cannot spend more than the people will allow them. The elders, on the other hand, have to consult their own vested interests, which are, after all, too great in their own eyes to allow them to submit to any such drastic change as I propose. They would not care to forego the privileges, somewhat extensive in their own way, which they exercise under the present system. Nevertheless, a radical change is called for and such a change, I have no hesitation in affirming, must be brought about if the evils we now complain of are to be done away with once and for all.

BEAUTIES OF THE CANTON DELTA.

"I have mentioned to you about the productive powers of the country; let me tell you something of the natural beauties of the country comprised within the two rivers, North and West Rivers. People are talking of Japan as a health resort, for recuperating their health and revitalising their energies after the hot summer months; but let anyone of those who wish to see a beautiful country take a trip to the districts I have mentioned. In my own experience, and I have travelled not a little, I can say without fear of contradiction that there is no country in the world that I have seen that can offer such superb scenery as your eyes can feast upon as that in the district round Shuntak. But to have the full benefit and advantage of such a fine country and such exquisite scenery we must have, first of all, safety of travel and safety of residence in the country.

WILD THEORIES.

"You ask me again about the protection afforded on our boats? Those who have been so prompt with their schemes and suggestions are babies in advancing the theories which they urge upon us. Didn't our army in South Africa fighting the Boers get constantly surprised, offer resistance and in the end, have to surrender? Well, the same thing I may say of our valiant officers and crews. If you placed such long odds against them they would be reduced to the same position that our army was in in the early stages of the South African war. They are surprised, offer resistance, only to be overcome in the end. We are there, as I told you the other day, as peaceful traders. The greater the resistance offered the greater the slaughter that would be wrought upon us. If the people on the *Sainam* had succeeded, we will say, in killing a few of the pirates, tell me, what do you think would have been the result?" Without waiting for an answer, Captain Clarke went on—"I tell you, there would not have been a man of the crew left to tell the tale of that awful tragedy."

A REDUCTION PROPOSITION.

"What is your opinion of the frequently-repeated suggestion that intending passengers should be searched at the ports of embarkation?"

"I will just answer that question by citing the case of the *Taiping* which may still be fresh within your memory. She was trading some ten years or so ago between Macao and Samshui under the Portuguese flag. What did the pirates do in her case? A pirate launch actually fired a heavy shot at her and brought her to, and boarded her in spite of determined resistance. The captain was wounded and left for dead on deck, and how this officer survived is a miracle. Now, tell me what would be the use of examining the passengers when boats like the *Taiping* could be fired on, on the high seas, and be made to stop at the pleasure of the pirates?

WEST RIVER TRADE UNPROFITABLE.

"Let me tell you, in conclusion, just a few words more. You know that the West River, after several years of diplomatic agitation, was thrown open to foreign trade. The British companies as the pioneers of that trade have laboriously worked, with specially constructed vessels, to open up and develop that trade. We have met with all sorts of difficulties at the initial and subsequent stages of our operations, and as at present conducted and for many years past that trade has certainly been worked at a loss. If we adopted the numerous officers, the European crews and the thousand and one suggestions which have been advanced by people who have actually no idea of how the trade can be conducted, why, the expense involved in the multitude of Utopian improvements, which read well on paper, would press so heavily on the trade that not only would it be impossible to make a profit, but we should be compelled to lay up our boats and cease running."

THE GLORIOUS FUTURE.

"If you are losing to-day, why continue an unprofitable trade?"

"Because we are only sowing to reap. We look to the future, and in the future I am a great believer. The prospective possibilities of the West River trade are large, and if only we had order and good government secured for the two Kwang provinces, I can assure you with every degree of confidence that our boats would ply on that river with profit and advantage to their owners," and great convenience to the travelling public generally.

CONCRETE SURFACES.

STRICTURES BY MR. LAU CHU PAK.

Correspondence was submitted to the members of the Sanitary Board this afternoon relative to the cement concreting of ground surfaces. The Hon. the Principal Medical Officer of Health having, on the 2nd inst., issued instructions to the Surveyor that, as it was undesirable to require owners to relay 6 inch of lime concrete which was laid a few years ago, unless the existing material was so pervious as to produce insanitary conditions, by soaking from above, or saturated by filth from below as to be a nuisance, or to be no barrier against the entrance of rats,

Mr. Lau Chu Pak minuted: I don't think the P. C. M. O. should have given such instructions as he did in his minute of the 2nd July, 1906, without first consulting the Board. It is entirely a question for the Board, and the papers should have been laid before the Board before any instructions should have been issued. If the P. C. M. O. is correct, then the only way the Board can have section 112 carried out is to prove a nuisance under section 26, and the notices, which were served during the past two years, requiring property-owners to relay the concrete laid within the last four or five years, should not have been served at all, and the owners and tenants would have been saved a lot of trouble and expense. According to sections 111 and 112 the concrete must be laid to the satisfaction of the Board, and in this case the Board had not been consulted before a line of action was drawn. The P.C.M.O.'s minute introduces an entirely new view of the matter, and he takes upon himself to decide what is only in the province of the Board. Were the instructions, referred to by Mr. Carter in his minute dated 5th July, given by the Medical Officer of Health, who, as the adviser to the Board, and as one of the chief executive officers for the enforcement of the Ordinance, appears to have been ignored in the matter? The concreting of ground services [? surfaces] in every instance was carried out under the supervision of and passed by the Sanitary Surveyor and the plague inspectors, and yet after two or three years, when another officer is told to go around and see to the same thing, he condemns it; who is to suffer for this state of affairs? The owners of property and their tenants are the sufferers. The course proposed by the P.C.M.O. appears as if it is to shield an officer by whom the concrete was passed. As in this instance he admits he might not have examined all the houses in question, so, it may be presumed that in some other instances he might not have examined at all, but simply signed the certificate as he thought fit. Mr. Perkins reports that the concrete "had never been good," and that being so the work should never have been passed. It would not have cost the owner anything more than the contract price, if, at the time, the surveyor had refused to pass the work, whereas now, to add two inches of cement on top as a compromise, will cost the owner, if not more, equally as much money and trouble as to do the work over again. I strongly object to the compromise, unless the Board itself is prepared to pay for what is not due to the fault of the owner.

Mr. Shelton Hooper: It is a serious allegation against the officer who passed the work, and issued the certificate in the first instance and should be thoroughly investigated.

Mr. Humphreys: The Principal Civil Medical Officer of Health's instructions to Mr. Carter may have been *ultra vires*, but they were very sensible, and should in my opinion be endorsed by the Board.

Mr. Fung Wa Chun: I would suggest that the matter be thoroughly sifted before effecting any compromise.

The Hon. the Registrar-General: The inspection is not made to protect the owner against the contractor he employs.

The Hon. the Principal Civil Medical Officer: I am afraid we shall get no satisfactory solution of this concreting question until the Board's resolution of 28th Nov., 1905, is given effect to. This asks for four inches of cement concrete instead of the six inches of lime cement. Experts state that it is practically impossible to get good lime cement in Hongkong.

To-day's Advertisements.

IT is hereby notified that the portion of the WONG-NEI-CHUNG RECREATION GROUND known as the NAVAL FOOTBALL GROUND, Plot D, will be CLOSED FOR REPAIRS on WEDNESDAY, 25th instant, and until further notice.

W. CHATHAM,
Director of Public Works.

Public Works Department,
Hongkong, 24th July, 1906. [763

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION,
ON
FRIDAY,
the 27th July, 1906, at 11 A.M., at the Central Police Station's Compound,
A QUANTITY OF
UNCLAIMED AND CONFISCATED GOODS,
Comprising:—
OLD METALS, RICE, SUGAR, CHINESE CLOTHING, CARPENTER'S TOOLS, SANDALWOOD, 200 lbs. GYPSUM, 140 lbs. RAW OPIUM, &c., &c., &c.;
ALSO
7,550 Rounds of ASSORTED AMMUNITIONS, 49 Boxes PERCUSSION CAPS and 12 REVOLVERS.
AND
A Quantity of CONDEMNED STORES.
N.B.—The Arms and Ammunitions can only be sold to Licensed Arms Dealers.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 24th July, 1906. [764

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.
EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.
GODOWN, No. 9, "WILD DELL" BUILDINGS.
Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906 [767

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship
"MONMOUTHSHIRE,"
Captain C. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th July, 1906. [765

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Dordogne*, from Havre ex s.s. *Charente*, and from Bourdeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 6 P.M., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 30th July, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 30th July, or they will not be recognised.
All damaged packages will be examined on MONDAY, the 30th July, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1906 [11

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, 24th instant, at 10 A.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, 30th July, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 30th July, at 10 A.M.
All Claims must reach us before the 6th August, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 23rd July, 1906. [2

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS AND IMPORTERS OF HIGH-CLASS PIANOS, ORGANS AND Every Description OF MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL, HONGKONG.

Hongkong, 16th July, 1906. [38

AUSTRALIAN WINES.

H. J. Lindeman's CAWARRA CLARETS AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles	$15.00
Per Case 24 ½ Bottles	16.00

"CAWARRA" HOCK

Per Case 12 Bottles	$15.00
Per Case 24 ½ Bottles	16.00

FRENCH CLARETS.

	1 doz. Bottles.	2 doz. ½ Bottles.	4 doz. ½ Bottles.
Vin Ordinaire	$ 4.50	$ 5.50	$ 8.50
Côtes	5.00	6.00	9.00
Medoc	5.50	6.50	9.50
St. Emilion	6.50	7.50	10.50
Margaux	7.00	8.00	11.00
St. Julien	8.00	9.00	12.00
St. Estephe	10.00	11.00	14.00
Cos St. Michel	12.50	13.50	16.50
Ch. Leoville	13.00	14.00	17.00
Ch. Larose	13.00	14.00	17.00

H. PRICE & CO.
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd June, 1906. [41

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "

HOMEWARD.

For	Steamers	To Sail
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
*GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
*HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 24th July, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
KOBE	"TAIYUAN"	25th July.
SHANGHAI	"KASHING" †	25th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW" †	28th "
MANILA	"TEAN" *	31st "
SHANGHAI	"YOCHOW" †	1st August.
CEBU and ILOILO	"SUNGKIANG" *	1st "
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * †	11th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 24th July, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond.	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 21st July, 1906 [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 10th July, 1906. [8

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906. [70

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906 [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

Steamers.	Destinations.	To Sail
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).—

ALESIA, Capt. Lüning	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA, Capt. Müller	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA, Capt. Bahle	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANDIA, Capt. v. Döhren	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA, Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAPHNE	KOBE, NAGASAKI & WLADIVOSTOK	26th July, Freight and Passengers.
‡ ITHAKA	SHANGHAI AND CHINKIANG	Freight and Passengers.
‡ LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
‡ KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.
For steamers of the Coast Service marked ‡ to
SIEMSSEN & CO.
Hongkong, 24th July, 1906. [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*KWONGSANG* †	THURSDAY, 26th July, 4 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 27th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*KUTSANG* *	TUESDAY, 31st July, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th July, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent.
[6]

ORIENTAL PACIFIC LINE.
FOR YOKOHAMA AND SAN FRANCISCO.
THE Steamship
"DAKOTAII"
will be despatched for the above Ports, on or about the 4th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th July, 1906. [682

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong and South American Ports.
PROPOSED sailings from HONGKONG to CALLAO, IQUIQUE, VIA JAPAN PORTS.
"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon,
"GLENFARG," 4,000 tons, sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).
Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 20th July, 1906. [751

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EMPIRE,"
Captain St. John George, will be despatched as above, on SATURDAY, the 28th instant, at 10 A.M., instead of as previously advertised.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th July, 1906. [696

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).
THE Steamship
"JESERIC,"
Captain Thompson, will be despatched for the above Ports, on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th July, 1906. [700

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"ZAIDA,"
Captain A. M. Rait, will be despatched as above, TO-MORROW, the 25th instant, at Daylight, instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 24th July, 1906. [747

NIPPON YUSEN KAISHA.
HONGKONG-SWATOW-BANGKOK LINE.
FOR BANGKOK (DIRECT).
THE Chartered Steamship
"PROMETHEUS,"
Captain Cornellinssen, will be despatched on THURSDAY, the 26th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Prince's Building.
Hongkong, 23rd July, 1906. [765

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 25th instant, will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd July, 1906. [6

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 23rd July, 1906. [76

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"SUNDA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Caledonia*.
From Italy.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 18th July, 1906. [4

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, at 9.30 A.M.
All Claims must reach us before the 30th instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 17th July, 1906. [2

Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM RANGOON AND STRAITS.
THE Company's Steamship
"ZAIDA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 24th instant, will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd July, 1906. [759

Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into, and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709

MUTTON AND BEEF.

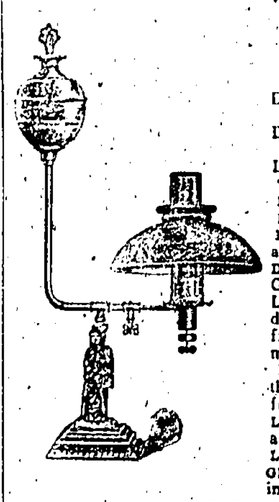
THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.
Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.
TUNG WING,
No. 1 Stall, Central Market,
Hongkong, 14th May, 1906. [561

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENT. (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st September, 1903.

For Sale.

FOR SALE.



WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS,
Do. BOXED LIGHTS,
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
109, Des Vœux Road Central.
Hongkong, 3rd July, 1906. [59

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man; Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Theraplon, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful generous minds; and far beyond the mere power of such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave not a taint or trace behind. Such is The New French Remedy Theraplon, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Theraplon may be obtained, in England direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY
Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [9

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores for the Governor's Cup during the month of July 1906. There were 13 entries, the highest score being made by Mr. Watt:—

A. J. W. Watt	62	+ 8	= 70
G. H. Wakeman	63	+ 6	= 69
L. G. Bird	60	+ 8	= 68
R. M. Ezekiel	53	+ 15	= 68
J. C. Cow	67 scr.		= 67
Sir Francis Piggott	63	+ 4	= 67
Dr. W. W. Pearse	58	+ 9	= 67
D. J. McKenzie	61	+ 4	= 65
J. H. Pidgeon	64 scr.		= 64
J. C. Peter	60	+ 4	= 64
J. McCubbin	52	+ 12	= 64
R. D. Atkinson	46	+ 18	= 64
W. J. Saunders	44	+ 20	= 64
C. E. H. Beavis	57	+ 6	= 63
W. Dobbs	57	+ 6	= 63
A. Moir	53	+ 10	= 63
E. W Terrey	49	+ 14	= 63
W. H. T. Davis	56	+ 6	= 62
W. H. Wickham	46	+ 16	= 62
S. A. Joseph	49	+ 12	= 61
H. W. Bird	40	+ 20	= 60
Capt. Barnes Lawrence	39	+ 20	= 59
W Chatham	39	+ 20	= 59
Dr. G. M. Harston	38	+ 20	= 58
J. Hutchings	38	+ 20	= 58
R. E. O. Bird	47	+ 10	= 57
A. Blowey	46	+ 10	= 56
J. S. Lewingdon	46	+ 8	= 54
Dr. W. A. B. Moore	47	+ 14	= 51
Dr. Evan Jones	45	+ 8	= 53
H. E. Goldsmith	31	+ 20	= 53
G. E. Morrell	32	+ 20	= 52
W. G. Humphreys	24	+ 28	= 52
C. W. Brett	42	+ 8	= 50

The pool competition of 21st and 22nd July was won by Mr. A. J. W. Watt with a score of 62+8=70.

THE OCEAN-CARRYING TRADE.

Since the war it has become apparent that future competition in the carrying trade of the Pacific and the Orient will be carried on with increased determination among the great steamship companies, writes the *Japan Chronicle*. The situation is aggravated by the amount of tonnage available, especially Japanese tonnage since the war, and already in the trade from Japan companies have experienced the ill-effects of many steamers being released from the Government military transport service—by which about two hundred vessels entered into competition for freight, resulting in the rapid decline of rates. The beginning of the era of acute rivalry appears to have now been fairly inaugurated. Leading Japanese and British companies trading between Shanghai and Bangkok are contending for the trade between these ports, and competition on the part of the Nippon Yusen Kaisha will be extended by the establishment of a new service between Hongkong, Swatow, and Bangkok. The future struggle will become severe if the Japanese companies, as is suggested, should combine for a common purpose. This has been proposed for checking competition in the domestic trade and effectively meeting the increasing foreign competition, and it is a method which will probably meet with favour among Japanese ship-owners.

An article extracted from the American Press and published in another column is worth attention in connection with the Pacific trade. The conclusions arrived at may not be wholly correct, but the comparison between the value of the American steamer *Dakota* and the British steamer *Teucer*—made by an American writer—is worthy of attention. It is claimed the *Dakota* cannot obtain sufficient freight to warrant her crossing the Pacific and that she suffers under the further disadvantage of having to comply with American laws, which means the employment of American crews and other special regulations, all adding to the cost of maintenance. This, added to the great size of the *Dakota* makes it impossible to run her profitably. The writer goes on to make a comparison between the *Dakota* and the *Teucer* a blue-funnel liner somewhat smaller, which is very interesting reading and shows incidentally the difficulties and restrictions that hinder the growth of American shipping and tend to the advantage of its rivals. The writer in the *Portland Oregonian* expects little benefit to accrue if the present U. S. Subsidy Bill should be passed, so long as cheaper ships are not built, but this is not the view of the shipping trade generally, which is naturally anxious for the Subsidy Bill to pass. In fact, representatives of the American Pacific trade consider the outlook very gloomy unless some assistance is received from the Government, either in the form of subsidy or the repeal of certain of the existing laws. This is the opinion of the Oceanic Steamship Company, or Spreckels line, trading between San Francisco and Australia. The trade of this line is valued at $30,000,00 a year, and we see it reported in a Manila paper that the company will have to discontinue business if the Subsidy Bill is not passed. It is urged that the cost of working the line is too high to compete with conditions in the Orient. It is claimed that the company has been running at a loss for years, and if compelled to withdraw from the trade, valuable traffic will be taken over by either the British or Japanese.

It is interesting to know that the Oceanic is the seventh American steamship company that has tried to *operate a line between San Francisco* and Australia and six have failed. For years past, it is stated, the Japanese have been establishing agencies in South America, San Francisco, and further north, and it is impossible for Americans to compete with them. Where it costs Americans say 56 cents a day to feed a crew it costs the Japanese 11 cents, and the same difference is observable in all the expenses. The statement is made that if the Subsidy Bill should be defeated in Congress the Oceanic Steamship Company will be sold to Japanese. While this may be a move to influence the votes of Congressmen, there can be no doubt that American shipping is seriously handicapped in the competition on the Pacific, and will be at a greater disadvantage still in the keen rivalry that is now making itself felt in this part of the world.

SALE OF THE "MEANEE."

ANOTHER HULK DISAPPEARS.

At noon, to-day, on board the vessel, Mr. T. F. Hough, of Messrs. Hughes and Hough, Government auctioneers, conducted the sale, under the supervision of Commodore Pigott Williams, of the hulk *Meanee*, hitherto used by the Army department as a hospital ship. All the bidders were Chinese, and the bidding commenced at $20,000, and rose by bids of $1,000 to $45,000, when there was a pause, the next bid being $500, which was noted, and so it went on till $50,000 was reached, when one of the contestants retired, leaving Messrs. Yee Wo Tai and Chiu Kee the purchasers at that figure.

LAWN TENNIS IN MACAO.

FIRST INTER-CLUB MATCH.

At the invitation of the Tennis Militar, the Foreigners' Tennis Club, the Naval and the Tennis Harmonia sent representatives to discuss the conditions for a tournament in which all the tennis clubs of Macao were to take part. The conditions having been agreed upon, and a cup having been mutually subscribed for, the meeting began last Monday. At the eleventh hour, however, the Naval Club had to scratch, as the exigencies of duty on board prevented the navy officers from taking a part in the match. It having been arranged that this time each club should send two couples to play in doubles, the following were the gentlemen who represented the various clubs.

Foreigners Tennis Club:—1. Messrs. K. Hedgeland and K. Pindor; 2. Messrs. E. V. Brenan and R. McKay.

Tennis Militar:—1. Lieut. Baron Cadoro and Lieut. L. Cordeiro; 2. Lieut. A. Santos and Lieut. A. Ubaldi.

Tennis Harmonia:—1. Arthur Basto and A. Silva; 2. Messrs. A. A. de Mello and C. Ricou.

On the first day of the match, last Monday, the play being on the military grounds, the representatives of the Foreigners' Tennis Club met the Harmonias, the strongest couple of each of the said two clubs meeting in friendly rivalry. Hard play was the order of the day, and honours fell to the Foreigners Club. Messrs. Hedgeland and Pindor winning their set against Messrs. A. Basto and A. Silva by a score of 6-to 4.

The second meeting was held on the picturesque grounds of the Foreigners' Tennis Club, the Military Club playing the Tennis Harmonia. In the first set of the afternoon Lieut. Baron Cadoro and Lieut. L. Cordeiro playing against Messrs. Basto and A. Silva lost the set by 1 to 6. Lieut. Santos and A. Ubaldi also lost to Messrs. A. A. de Mello and C. Ricou by 1 to 6.

The third day's match was played at the Tennis Harmonia, the Foreigners' Club meeting the Military Club. Lieut. Baron Cadoro and Lieut L. Cordeiro met Messrs. K. Hedgeland and lost the set to the Foreigners' Club by a score of 1 to 6. Lieut. A. Santos and A. Ubaldi also lost their set to Messrs. Brenan and Pindor, score, 2-6.

The further day's play was held at the Military Tennis Club, Messrs. Brenan and McKay meeting Messrs. Mello and Ricou lost the set by 1 to 6.

The tournament was concluded with the following totals:—

Tennis Harmonia	22 games.
Foreigners' Tennis Club	19 "
Military Tennis Club	5 "

An adjournment was then made to the Pavilion where Captain Damião de Menezes, Chief of Staff, and president of the Tennis Militar, made a suitable speech, to which Mr. A. J. Basto, the president of the Tennis Harmonia, responded. The large concourse of spectators and the attendance of a very large assembly of ladies throughout the match, made the contest the keener, as every one played his best before such an appreciative concourse of spectators. The cup was duly handed to the representatives of the Tennis Harmonia for temporary custody of same, as it is one of the conditions that the said Cup must be won by a club twice in succession or three times in all, before it becomes the property of any Club. It is proposed to hold the second meeting in October next. The tournament, just ended, was the means of the *Elite* of Macao enjoying a healthy form of recreation, the more needed in such a quiet place as old Macao. On the last day of the match the military band discoufsed a pleasant selection of music, and a few dances were enjoyed by the guests. The thanks of all are due to the committee of the Military Tennis Club for having promoted the tournament in which all took such a keen interest and enjoyed themselves so thoroughly.

A PROSECUTING solicitor appeared before Mr. H. H. J. Gompertz, at the Magistracy this morning, and asked his Worship to be allowed to withdraw a certain case in which two Indian firms in D'Aguilar Street were concerned. The solicitor for the prosecution said that the defendant firm was alleged to have stolen and disposed of a packet, valued at sixpence, delivered to them through the post for the complainant firm. His Worship said that the grounds given were not sufficient, and added he would like to see the parties and their witnesses. "You will have to go entirely by the evidence of the witnesses," said the solicitor. "Quite so," replied his Worship. "I suppose they will come up now and perjure themselves over the matter. These Indians summon one another and then when the defendant party pays up, they want to settle the matter."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 24th at 11.30a.—The barometer has risen slightly at Amoy and the S. Formosa stations; and fallen over N. China, SW. Japan and the Loochoos.

The depression is still shown over S. China; and the Pacific depression is lying yet to the SE. of the Loochoos.

Pressure is in defect generally. It is highest over E. Japan in the North, over the Philippine Archipelago in the South.

Gradients are steep over the China Sea, and strong SW. winds will be met with over that area.

Owing to the interruption of the cable, the Gap Rock observations are not available.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.25 inches.

CLAIM FOR MONEY LENT.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the Fat Lee firm of No. 25, Macgregor Street, sued the Kwong Ching Cheung firm, of No. 64, Reclamation Street, Yaumati, for the recovery of the sum of $211.60, being as to $200 the principal due on a promissory note, dated 20th April, 19.6, signed by defendant firm in favour of plaintiffs, and as to $11.60, interest thereon.

M. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiffs, and Mr. Otto Kong Sing represented the defendants.

Mr. Gardiner said the money ($200) was paid to the defendant firm on the 20th April last, by the plaintiffs for the purpose of paying off certain liabilities of the defendant firm.

Man Ching Nam said he was partner in the plaintiff firm. On the 19th April last his son, Man Ying Chau, went to him and said that the defendant had appeared to him for a loan of $200, and said that interest was to be paid at the rate of 2 per cent. per month. He told his son he would lend the money, and next day he handed the $200 to his son to give to the defendants. Only his son was present when the arrangements were made. Later his son brought witness a document acknowledging receipt of the sum of $200, which was to be repaid at the end of two moons. The money had not been re-paid, though he and his son had applied for re-payment and the sum was still due and owing.

To Mr. Otto Kong Sing witness said he paid the money in banknotes of $5 and $10, and his son paid it to the defendant firm.

His Honour: How do you know he did?

Witness: Because they asked my son for the money and I gave it to him to give them.

His Honour: All you know about it is that you parted with $200, but you don't know what became of it.

Witness: The same day my son brought me a promissory note chopped by the defendant firm. I know of the defendant firm, but I do not know the partners; my son knows them.

His Honour: This man knows nothing about the matter, except that he gave his son $200, but he does not know whether he put it in his own pocket or not.

Mr. Gardiner: I had to put this man in the box as the money came from him and he is a partner in the plaintiff firm. There is also the document.

To Mr. Otto Kong Sing witness said his business was a coolie contractor's business, and he supplied coolies to work on steamers.

Man Ying Chau spoke to the fact of the defendant firm asking him for a loan of $200.

His Honour: Why did they ask you?

Witness: They were friends of mine.

His Honour: They knew your father lent money?

Witness: Yes, they knew that, but they did not know him.

His Honour: His business is that of a money-lender's shop?

Witness: No, it is not; he sometimes lent money in this way.

Witness, continuing, said he obtained $200 from his father and paid it over to Fat Kin San and Iu Lai Chan, the partners in the defendant firm, and he got the promissory note produced. Witness wrote the note at their request and then Iu Lai Chan chopped it in his presence. At the end of the two months for which the money was lent he applied to Fat Kin San for the money, but the latter said he had retired from the business, and he must ask Iu for it. Iu told him to wait until after the 5th moon festival. He waited, but the money was not paid.

For the defence Mr. Otto Kong Sing said that two years ago the defendants had a business known as the Kwong Chiu Cheung, and they subsequently agreed that the name should be altered to Kwong Chiu Cheung Wa Kee. Since that time the first partner Fat Kin San had gone out of the firm. Whether the money in question was had by anybody in the firm or not, it was certainly not had on behalf of the firm. The document produced and which was of the nature of a promissory note was chopped with the chop of the Kwong Chin Cheung, which was not the proper name of the firm.

Iu Lai Chan, partner in the defendant firm, said he never borrowed any money in April last; he had never seen that document before—he never chopped it. He did not know the plaintiff or his son even by sight; he would swear to that.

His Honour said that had the old chop not been still used in the defendant's business, as admitted by them, he would have found for them, but as it was, a member of the firm had the money and chopped the promissory note with the firm's chop, and so there must be judgment for plaintiffs with costs.

Shipping.

Arrivals.

Prinz Sigismund, Ger. s.s., 1,844, D. Lenz, 23rd July,—Kobe 17th July, Gen.—M. & Co.

Jacob Diederichsen, Ger. s.s., 623, D. Hentz, 23rd July,—Haiphong 20th July, and Hoihow 22nd, Gen.—J. & Co.

Joshin Maru, Jap. s.s., 702, H. Ohta, 23rd July, —Tamsui via Amoy and Swatow 22nd July, Gen.—O. S. K.

Amara, Br. s.s., 1,565, C. J. Mattock, 23rd July, —Hongay 21st July, Coal.—J., M. & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 24th July,—Vancouver, B.C., 2nd July, and Shanghai 21st, Mails and Gen. —C. P. R. Co.

Tartar, Br. s.s., 2,768, J. H. Davis, 24th July,— Vancouver 25th June, and Shanghai 21st July, Gen.—C. P R. Co.

Monmouthshire, Br. s.s. 3,306, G. E. Warner, R.N.R., 24th July,—London and Singapore 5th June, Gen.—S., T. & Co.

Loongsang, Br. s.s., 1,092, A. G. Smith, 24th July,—Manila 21st July, Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,629, R. Rodger, 24th July,— Manila 21st July, Hemp.—S., T. & Co.

Tientsin, Br. s.s., 1,207, Monkman, 24th July, —Bangkok 17th July, Gen.—B. & S.

Hailan, Fr. s.s., 337, L. Andersen, 24th July, —Pakhoi and Hoihow 23rd July, Gen.— A. R. M.

Empire, Br. s.s., 2,843, S. J. George, 24th July, —Kobe 19th July, Gen.—G., L. & Co.

Departures.

July 24.

Tonkin, for Europe.
Ernest Simons, for Shanghai.
Korea, for San Francisco.
Lothian, for Batavia.
Alcinous, for Shanghai.
Proteus, for Bangkok.
Shoshu Maru, for Shanghai.
Maidsuru Maru, for Swatow.
Daphne, for Canton.
Dakotah, for Canton.
Kumsang, for Calcutta.
Hongkong, for Haiphong.
Hokuto Maru, for Chenbon.
Triumph, for Haiphong.
Schwartsburg, for Singapore.
Taming, for Manila.

Passengers arrived.

Per *Empress of China*, from Vancouver—Comdr. C. A. Raikes, R.N., Mrs. S. Banorgee, and Mr. P. B. Biswas. From Yokohama—Lieut. J. H. Thompson, Mr. T. C. Hu, Major and Mrs. Chitty and child. From Kobe—Mrs. Weill and 3 children. From Nagasaki—Mr. E. A. Nicholls. From Shanghai—Mrs. C. I. Vaughan Lee, Messrs. A. Bohnscewicz, M. Nier Meyer, Care Hoffmann, R. Vameda, P. L. Swensan, J. D. Hutchison, A. Rose, Mr. and Mrs. J. Bruins, Mr. Kuznegoff, and 171 Chinese.

Per *Tartar*, from Vancouver—Messrs. G. A. Coombe and A. L. Sutton. From Yokohama—Lieut.-Col. Joslin, Messrs. H. M. Savage and J. Quinn. From Nagasaki—Mr. Geriman. From Shanghai—Mr J. Newhouse.

Per *Prinz Sigismund*, from Yokohama for Hongkong—Mr. C. W. Smith. For Manila—Mr. Michel. For Brisbane—Mr. Guller. From Kobe for Hongkong—Mrs. Lei T. Sham. For Sydney—Messrs. Leoncio Barrucse and Harry Turton. From Nagasaki for Hongkong—Mr. Franz Markers. For Manila—Mr. Miyake.

Per *Monmouthshire*, from Singapore—Mrs. Sheffield and daughters.

Per *Loongsang*, from Manila—Messrs. C. M. Sparrow, H. Williams, F. G. Watsons, James E. Neil, W. Tudlie, and Mr. and Mrs. Francis Medina.

Per *Empire*, from Japan — Dr. Newall-Wilson, Messrs. C. E. Jefferies, W. Evans, Miss Binnie, Mr. and Mrs. Lee, Mr. E. Sheppard, Mr. and Mrs. Lamb, and Mr. and Mrs. Barker.

Per *Zafiro*, from Mandila—Messrs. F. Carll, G. Fugisawa, E. Chandler, J. Crame, L. R. de Laberis, J. Camvenberg, Miss C. Wilson, James Davis, L. E. Holden, F. Yuill, P. S. Noon, J. J. Eaton, A. M. A. Tapia, M. S. A. Husen, and 75 Chinese.

Passengers departed.

Per *Aki Maru*, for Seattle and Ports—Mrs. J. M. Harbough and son, Mr. C. Detring, Mr. and Mrs. S. Hay and 2 children, Mrs. W. G. Stackwood, Major and Mrs. Painter, Lieut. F. A. Maclean, Mr. and Mrs. Tani, Messrs. M. C. Harr, C. Miyasama, K. Murakami, S. Tsuchida, G. A. Hancock, W. E. L. Harkness and N. Crawford.

Shipping Reports.

Str. *Zafiro* from Manila:—Strong SW. wind, with very heavy SW. squalls, heavy sea.

Str. *Loongsang* from Manila:—Strong SW. wind and sea, cloudy and overcast weather.

Str. *Alcinous* from Singapore:—Strong monsoon with threatening appearance of the weather.

Vessels in Port.

STEAMERS.

Akashi Maru, Ger. s.s., 975, K. Obata, 22nd July,—Swatow 21st July, Gen.—O. S. K.

Armtoon Apcar Br. s.s., 2,931, E. Fey, 22nd July,—Calcutta 6th July, Penang 12th, and Singapore 17th, Gen.—D. S. & Co., Ld.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July,—Shanghai 8th July, Earthenware.—Davidsen & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Cranley, Br. s.s., 3,923, W. E. Steele, 8th July, —Durban 13th June, Coolies.—G., L. & Co.

Crusader, Br. s.s., 2,744, R. W. McBurn, 19th July,—Calcutta 2nd July, Coals.—M. & Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Fri, Nor. s.s., 900, Nagle, 13th July,—Hongay 10th July, Coal.—Aagnard, Thoresen & Co.

Glenlochy, Br. s.s., 2,997, E. J. Stallard, 9th July,—Kobe 1st July, and Shanghai 6th, Ballast.—McG. Bros. & Gow.

Hans Wagner, Ger. s.s., 96, J. Kageman, 20th June,—Saigon 15th June, Rice.—L., W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July,—Swatow 13th July, Gen.—S., W. & Co.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Iyo Maru, Jap. s.s., 3,918, Wm. Thompson, 23rd July,—Japan 15th July, Gen.—N. Y. K.

Kashing, Br. s.s., 1,142, T. W. Pickard, 23rd July,—Canton 23rd July, Gen.—B. & S.

Kutsang Br. s.s. 4,895, R. C. D. Bradley, 23rd July,—Calcutta via Penang and Singapore 17th July, Gen.—J., M. & Co.

Labor, Nor. s.s., 949, A. E. Olsen, 22nd July, —Moji 15th July, Coal.—Aagaard, Thoresen & Co.

Lisa, Swed. s.s., 1,577, H. Harndahl, 22nd July, —Sourabaya 10th July, Sugar.—S., W. & Co.

Lowther Castle, Br. s.s., 2,961, W. Lightoller, 21st July,—Amoy 20th July, Gen.—D. & Co., Ld.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st July,— Bangkok 13th July, Rice and Gen.—S., W. & Co.

Mathilde, Ger. s.s., 833, N. Schremann, 20th July,—Moji 14th July, Coal.—J. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 21st July,—Yokohama 14th July, Ballast.—Admiralty.

Morlake, Br. s.s., 1,737, F. W. Balten, 11th July,—Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Paklat, Ger. s.s., 1,018, H. Demes, 19th July,— Bangkok 13th July, Rice.—B. & S.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S., W. & Co.

Prometheus, Nor. s.s., 1,023, O. Kamelinser, 6th July,—Bangkok via Swatow 5th July, Rice.—N. Y. K.

Quinta, Ger. s.s., 986, F. Frahm, 13th July,— Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July, —Saigon 9th July, Rice, &c.—Wo Fat Sing.

Shawmut, Am. s.s., 9,606, E. V. Roberts, 17th July,—Manila 14th July, Flour.—D. & Co., Ld.

Signal, Ger. s.s., 900, G. Schlaikier, 23rd July, —Bangkok 16th July, Rice.—Order.

Sullberg, Ger. s.s., 782, C. Luppi, 23rd July,— Swatow 22nd July, Ballast.—S. & Co.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, —Shanghai via Ports 24th June, Gen.—B. & Co.

Taiyuan, Br. s.s., 1,268, L. Dawson, 8th July,— Sydney 12th June, and Thursday Island 25th, Gen.—B. & S.

Tinhow, Br. s.s., 901, C. I. Kerr, 13th July,— Bangkok 5th July, Rice.—A. K. & Co.

Waraswoith, Br. s.s., 7,085, Thomas, 21st July, —Moji 15th July, Gen.—D. & Co., Co.

Zaida, Br. s.s., 2,905, A. M. Rait, R.N.R., 23rd July,—Rangoon 9th July, Gen.—J., M. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaur, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessels	From	Agents	Due
Moldavia	Singapore	P. & O. Co	July 25
Kagoshima M.	Singapore	N. Y. K.	July 25
Tjipanas	Japan	J. C. J. L.	July 26
America Maru	Japan	T. K. K.	July 29
P. E. Friedrich	Colombo	M. & Co.	July 30
Bayern	Japan	M. & Co.	July 31
Eastern	P. Darwin	G., L. & Co	Aug. 3
Suisang	Calcutta	J., M. & Co	Aug. 5

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Alta	at	Kowloon Dock.
Tin Hao	"	"
Prometheus	"	"
Tai On	"	"
Hercules	"	"
U.S.A.T. Ingalls	"	"
Taiyuan	"	"
Mercedes	"	"

SHANGHAI.

	20th inst.
Limao	New Dock.
Foochow	International "
Fido	Old "

Ships Passed The Canal.

1st June—*Hudson*, *Machaon*, *Sachsen*, *Socotra*, *Teenkai*, *Tonkin*. 5th June—*Kawachi Maru*, *Spithead*. 9th June—*Manila*, *Oanfa*, *Indrawadi*, *Polynesien Longsor*, *Spasia*. 12th June—*Bayern*, *Remlaria*, *Benlawers*, *Nubia*, *Astyanax*, *Bellerophon*. 15th June—*Armand Behic*, *Polyphemus*, *Prinz Heinrich*, *Ghazee*, *Awa Maru*, *Atholl*, *Exeries*. 19th June—*Monmouthshire*, *Indramayo*, *Sambia*, *Istria*, *Segovia*, *Orestes*, *Urmston*, *Grange*. 22nd June—*Achilles*, *Caledonien*, *Ningchow*, *Seneca*. 26th June—*Benvorlich*, *Calchas*, *Ceylon*, *Marionethshire*, *Moyune*, *Poona*, *Prinz Regent Luitpold*, *Anchises*. 30th June—*Dardanus*, *Ernest Simons*. 4th July *Siletia* (Ger.), *Sanuki Maru*, *Den of Mar*, *Montrose*, *Silberien*. 6th July—*Benvenue*, *C. Ferd Laeiss*, *Diomed*, *Java*, *Telemachus*. 10th July—*Benledi*, *Flintshire*, *Jason*, *Scandia*, *Sithonia*, *Dongola*, *Erroll*, *Prinz Eitel Friedri h*. 14th July—*Benalder*, *Caledonien*, *Malta*, *Poleus*, *Radnorshire*, *Bingo Maru*, *Ching Wo*, *Tiedart*. 18th July—*Charles Tiberghien*, *Preussen*, *Slavonia*, *Tamba Maru*, *Ajeddo*, *Suttonhall*. 20th July—*Deucalion*, *Konangsi*, *Satsuma*, *Socotra*, *Lideria*.

Arrivals at Home—1st June—*Neckar*, *Yeddo*, *Benledi*. 5th June—*Machaon*, *Bingo Maru*, *Persia*, *Verona*. 9th June—*Kintuck*, *Shimosa*, *Agamemnon*, *Kawachi Maru*. 12th June—*Senegambia*, *Polynesien*. 15th June—*Sachsen*. 15th June—*Socotra*. 19th June—*Longsor*, *Benglot*, *Sachsen*. 22nd June—*Manila*. 22nd June—*Bellerophon*. 26th June—*Benlawers*. 30th June—*Caledonien*, *Prinz Heinrich*. 4th July—*Prinz Heinrich*, *Awa Maru*, *Benlawers*, *Urmston Grange*, *Calchas*. 6th July—*Indrawadi*, *Marionetshire*, *Segovia*. 7th July—*Ceylon*. 10th July—*Anchises*, *Moyune*, *Sanuki Maru*. 14th July—*Salazie*, *Silbia*, *Poona*. 18th July—*Vandalia*, *C. Ferd Laeiss*, *Aker*. 20th July—*Jason*, *Sithonia*.

Post Office.

A Mail will close for:—

Macao—Per *Heungshan*, 25th July, 12.15 P.M.

Kobe—Per *Taiyuan*, 25th July, 3 P.M.

Shanghai—Per *Kashing*, 25th July, 3 P.M.

Shanghai—Per *Kwongtung*, 25th July, 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 25th uly, 3 P.M.

Tsingtao, Chefoo and Newchwang—Per *Sullberg*, 25th July, 4 P.M.

Amoy, Straits and Rangoon—Per *Zaida*, 25th July, 5 P.M.

Bangkok—Per *Paklat*, 26th July, 11 A.M.

Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Shawmut*, 27th July, 11 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjitpanas*, 27th July, 11 A.M.

Swatow, Amoy and Foochow—Per *Hatching*, 27th July, 11 A.M.

Macao—Per *Heungshan*, 26th July, 1.15 P.M.

Macao—Per *Heungshan*, 27th July, 1.15 P.M.

Manila—Per *Loongsang*, 27th July, 3 P.M.

Swatow, Weihaiwei, Chefoo and Tientsin—Per *Kweichow*, 27th July, 3 P.M.

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 28th July, 10 A.M.

Manila—Per *Zafiro*, 28th July, 10 A.M.

Europe, &c., India *via* Tuticorin—Per *Devanha*, 28th July, 11 A.M.

Macao—Per *Heungshan*, 28th July, 1.15 P.M.

Macao—Per *Heungshan*, 30th July, 1.15 P.M.

Macao—Per *Heungshan*, 31st July, 1.15 P.M.

Singapore, Penang and Calcutta — Per *Kutsang*, 31st July, 2 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 1st Aug., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bayern*, 1st Aug., 11 A.M.

Manila—Per *Rubi*, 4th Aug., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Armand Behic*, 7th Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Talyuan*, 11th Aug., 3 P.M.

Europe, &c., India, *via* Tuticorin—Per *Ernest Simons*, 21st Aug., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

☞ A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each .....30 cents.
Parcel Post Tariff, each .....20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.	Hewett, Hon. and Mrs E. A.
Anderson, Mrs. K.	Hunter, R.
Arnold, J.	Innes, Capt. R.
Bain, H. Murray	Jameson, Mrs. J. W.
Baird, Mr. & Mrs. J. C.	Jokl, J. P. F.
Bairnson, A. R.	Joughin, J. C.
Battiscombe, H. G.	Kemp, Mrs. A. S.
Beattie, R. B.	Koessler, F.
Bell, R.N., Engr.-Lieut. H. F.	Kuhlewindt, H. C.
Biervliet, A. Van (Vice-Consul for Belgium)	Labesio, S. R. de
Birbeck, R. J.	Laing, A. H.
Bisney, S.	Loper, Dr. and Miss
Bissell, W. S.	Marriott, Dr. O.
Blair, K. J.	McDonagh, W. J.
Blau, J.	McGregor, Mrs. J. S.
Breckinoldl, H.	Moore, Dr. and Mrs. W. B. A.
Brighton, F. G.	Moreno, A., (Consul General of Panama)
Campbell, L. F.	Morton, Jr., J.
Carter, A.	Newborn, Mr. & Mrs. R. H.
Casas, Mr. and Mrs.	Newington, A. G.
Cauvenbergh, J.	Niermeyer, M.
Chalmers, Dr.	Oliffe, O. C.
Chandler, E.	Packer, B. L.
Chichester, D. A. A. G., D.S.O., Major A. A.	Parker, Mrs. W.
Chichester, Mrs. A. A.	Patey, Mrs. E. O.
Clark, M. O.	Peake, W.
Clark, T.	Innes, Capt. R.
Clarke, Mr. and Mrs. T. W.	Perkins, Mr. and Mrs. T. L.
Clegg, R.N., Eng. Lt. and Mrs. H. I.	Plough, Mrs. H. and child
Colvin, H. E.	Powell, W. A.
Connor, J. L.	Prior, W. R.
Cowan, G. P.	Pugh, E. A.
Crook, A. H.	Reid, H. I.
Cruickshank, A.	Roach, Mrs. J. S. and child
Davis, J.	Shea, A.
Davies, F. O.	Shepherd, E. B.
Donald, Mr. and Mrs. W. H.	Skinn, A.
Doolittle, F. H.	Spittles, J. S.
Douglas, Capt. & Mrs. I.	Stebbing, W. T.
Dowley, Mr. and Mrs. W. A.	Stein, A. L.
Downing, T. C.	Stephens, H.
Dupris, A.	Stevens, Rev. A. J.
Einstmann, W.	Stewart, A. M.
Evan-Jones, Dr. and Mrs. E.	Sutherland, P. D.
Fairchild, H. J.	Tisseyre, Mr. & Mrs. Thomas, H. P.
Fisher, A.	Thompson, Mr. & Mrs.
Fisher, H. G.	Thompson, Miss H. M.
Fuill, A.	Thompson, J. H.
Fuller, D.	Uffel, W. Von.
Garner, C. E.	Unbehaun, C. H.
Gibson, A.	Velle, H. L.
Gordon, F.	Wakefield, Mrs.
Hall, Capt. T.	Walther, Mrs. and Miss
Heanley, Dr. and Mrs. C. M.	Wishart, J. B.
Hill, T. G.	Wood, G. G.
Humphreys, W. M.	Woodward, Mr. and Mrs: Wright, Mr. & Mrs. T.

KING EDWARD.

Almond, Capt. & Mrs. Russell	Lejeune, Vice-Consul M.
Claridge, F. H.	Little, A. C.
Colahan, Mr.	Logan, W.
Coomb, Geo. A.	McKay, T. D.
Cunningham, Mr. and Mrs. A.	Moses, E. J.
Delaney, L. T.	Moulder, Mr. and Mrs. A. B.
Hallard, Mr. and Mrs. F. J.	Paine, A. E.
Jackson, Mrs. and child	Pearse, Dr. W. W.
King, Chas. G.	Smend, Dr.
Lamb, Mr. & Mrs. F.	Story, G. F.
	Williams, G.

CARLTON.

Andap, R. J.	Lefeburo, J.
Anderson, R.A., Capt.	Lindberg, O. J.
Barg

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.)

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan*, 9,620 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 9th September, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th July, 1906. [4

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* ...21st August.
S.S. *CALEDONIEN* ..... 4th September.
S.S. *POLYNESIEN* .....18th September.
S.S. *SALAZIE*..... 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th July, 1906. [11

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut ...	9,606	E. V. Roberts	27th July
Tremont.....	9,606	T. W. Garlick..	22nd Aug.
Lyra *.....	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"LOWTHER CASTLE"	25th July.
"ATHOLL"	To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th July, 1906.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1902 166

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.

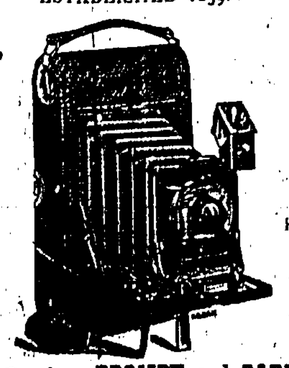
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



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FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905 [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 $9,500,000 $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/0.9/16 =$26.87 for 2nd half-year 1905	5¾ %	$840 buyers; London £92
National Bank of China, Limited	99,925	£7	£6	£127.35 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 cum call sa.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6 %	$340
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5¼ %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $317,131 $1,153,844 $569,279	$2,792,771	Interim div. of $30 for 1905	4½ %	$810 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,578 $15,527	$502,334	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,468 $26,616	$344,098	$6 for 1904	6¾ %	$89 buyers
Hongkong Fire Insurance Company, Limited	18,000	$250	$50	$1,220,928	$422,618	$25 for 1904	8 %	$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	7½ %	$20
Douglas Steamship Company, Limited	70,000	$50	$50	$264,638 $88,941	Nil.	$3½ for year ended 30.6.1905	8 %	$44
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $154,331	$21,080	$1 for 2nd half-year making $2 for 1905	7½ %	$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£170,000 £280,938 £3,999	£2,412	10/- @ ex. 2/1 9/16=$1.69	6½ %	$70 ex div.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 70,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000					Final Tls. 1½ making Tls. 3½ for 1905	6¾ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	27/6
"Star" Ferry Company, Limited	10,000	$10	$10	£65,000 $32,957	$218	$1.50 $0.75 for year ending 30.4.1906	5¾ % 3¾ %	$29 $21
	10,000	$10	$5	Tls. 98,000				
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 350,479 Tls. 48,000 Tls 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $132,588	$3 for 1897	...	$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905	7 %	G. $14
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$550,000 $65,160 $20,000	$20,040	Final of $3½ making $6 for 1905	5¾ %	$106
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	8 %	$150
New Amoy Dock Company, Limited	10,000	$6¾	$6¾	$88,000	$2,221	$1 for 1905	5¾ %	$18
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8¾ %	Tls. 90 ex div. b.
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6¾ %	Tls. 220 sales
Yangtsze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	20,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	7¾ %	$32½ buyers
Central Stores, Limited	6,000	$15	$15			$2.40 on $12 for 1905	13¾ %	$18 sales
Do. (new issue)	24,000	$15	$15	none	$4,719	7 % on $7½ for 1905	...	$15½ buyers
Do. (Founders')	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $24,071	$619	$5 for second half-year making $10 for 1905	8 %	$125
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250 000	$67,839	Final of $3½ making $7 for 1905	6½ %	$114 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	14¾ %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited	100,000	$10	$10	$208,386	$5,070	80 cents for 1905	7¾ %	$11½
				$50,000				
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$574	$2½ for 1905	6½ %	$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110 ex d. b
West Point Building Company, Limited	12,500	$50	$50	none	$772	Final of $1.90 making $3.65 for 1905	7 %	$52
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11½ %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05	7 %	$14 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10½ %	Tls. 75 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8¾ %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	8¾ %	$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8¾ %	$7
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	$1,097	$3 for 1905	9¾ %	$32
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$5½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12½ %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10 buyers
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7½ %	$16½
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 $500,000	$52,291	$2 dividend and 50 cents bonus for 1905	8¾ %	$28½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$23 sales
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06	8 %	$15
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6¾ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	6¾ %	$29
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,371	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06	10½ %	Tls. 217½
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3½ final & Tls. 1½ bonus making Tls. 8½ 1905	6¾ %	Tls. 132½ sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9½ %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 365 sellers
	7,200	£20	£10			First year	...	Tls. 280 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	8¾ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7¾ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	80 cents $19.80 for year ended 31.5.1905	9 % 11 %	$9 $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7¾ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6	10 %	$10½

DIVIDENDS PAYABLE

Hongkong Land Investment Co., Ld.	$3½	25th July
West Point Building Co., Ld.	$2	do
Hongkong Ice Co., Ld.	$4	2nd August
Shanghai Pulp and Paper Co., Ld.	Tls. 5	6th August

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